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law, the town law, and the State Constitution as have to do with the laying out and regulation of highways. The annotations are full and well-arranged, and, so far as can be gathered from a cursory examination, no important cases have been omitted.

Not the least important and useful part of the compilation is the collection of forms suitable for proceeding under the law. There are 118 of these, and they cover every possible proceeding authorized by the law. Within its somewhat restricted field, therefore, the book bids fair to prove invaluable to those who have to do with the laying out and regulation of highways. It should be borne in mind, however, that the statutes here reprinted do not form a complete code of the highway laws of the State of New York, and that the work does not supersede such general treatises as those of Angell and Elliott.

THE LOUISIANA PURCHASE. By James Q. Howard. Chicago: Callaghan & Co. 1902. pp. 170.

This little book possesses considerable interest both for those whose attention is being drawn to the Louisiana Purchase Exposition and for the student of history. The book makes no pretense of being an exhaustive treatise, only a portion of the work dealing with the actual purchase, yet it is apparent that the author has gone to the original sources, and he has drawn conclusions which are interesting and original. It is a little unfortunate that there is a tinge of partisan bias in his treatment of Jefferson. The third President is made to play a second or third-rate part in the purchase question. The credit due Livingston is strongly emphasized, as it should be, yet this need not detract from the part which Jefferson took in the transaction. It is true that Jefferson had no idea of acquiring the whole of Louisiana. He and probably every other statesman of the day would have considered themselves fortunate to secure New Orleans. Perhaps no one was more astonished than Livingston himself when informed by Talleyrand that the First Consul would dispose of the whole of Louisiana. Livingston was an experienced diplomat and quickly seized the bargain. Jefferson, though badly shaken up in his strict construction ideas by the audacity and immensity of the project, had the good sense to throw his theories to the winds and trust to the future for approval for his action. The author seemingly forgets that without the approval and co-operation of the President the purchase could never have been consummated, no matter how wisely and shrewdly Livingston might have negotiated it. The author's suggestion that among the things that induced Napoleon to sell was the fact that he was overmatched by the cleverness of the elder diplomat, is certainly an interesting comment on a question that has long been a puzzle to historians.

The discussion of the purchase is prefaced by an interesting account of the early history of Louisiana. At the end of the book is a short summary of the history of the States formed from this accession, also a brief biography of the American statesmen whom the author ranks foremost as founders and preservers of the Union. Among these appear the names of Washington, Hamilton, Jackson, Lincoln and Grant, but one looks in vain for that of Jefferson. Such an omission seems difficult to explain in what is professedly the

history of an act which cannot be dissociated from Jefferson's name, even though the part he was allowed to play came to him largely through the force of circumstances. It is a wise statesman who knows his own opportunity.

THE GOVERNMENT OF NEW YORK. By William C. Morey. New York: The MacMillan Co. 1902. pp. xiii, 294.

The above publication appears among the Handbooks of American Government and is in line with the very praiseworthy attempts at the present time to make the study of politics more practical. There is a wide field for scholars to put the results of their research into a more practical and pleasing form. Such a book as this is eminently useful in the study of civil government. It ought to be followed by a complete set of similar works. In former treatises upon civics too little attention was given to the State and local units and their functions. It has come to be recognized that the local government comes home to the citizen much oftener and much more closely than the national. Hence the author believes that political education should begin with the primary units of our system. The State is taken up under the different aspects of its historical growth, its constitutional structure and its administrative functions. Part First treats the State as a Dutch colony, then under English rule, and finally as an American State. This portion of the work affords some valuable material for the study of colonial development. Part Second deals with the character of the State Constitution, suffrage and citizenship, central and local government of the State. These different topics are discussed in a way to make clear what part the people take in the government of the State. The last portion of the book deals with the functions of government, public education, administration of justice, supervision of charitable institutions, and a discussion of the question of control of economic functions. The concluding chapter deals with the management of public finances.

The appendix is made up of a chronological table, some excerpts from historical documents, a discussion of the political divisions of the State, a synoptical review of the State government and a statistical table showing population of counties and cities, and the Presidential vote of New York. The whole book is a scholarly presentation of the subject.

PLAIN FACTS AS TO THE TRUSTS AND THE TARIFF. By George Bolen. New York: The MacMillan Co. 1902. pp. viii, 451.

The above is a recent publication from The MacMillan Press which deserves favorable comment. It may be defined as an attempt by a layman to outline for laymen the principles which underlie the trusts and the tariff. It is an attempt to put some of the vital aspects of these questions before the plain-thinking man in a form in which he can readily grasp them. Such is the author's aim and in it he succeeds admirably. It is to be regretted that there are not more books written in this vein. It would be fortunate for America if a writer on economic problems should arise who would infuse the same life into "the dismal science" that John Fiske did into history. Economic questions deal with business relations and there is seem-